Appendix 1
Ordinance No. 15662

ORDINANCE NUMBER O-   15662   (New Series)

Adopted on   FEB 01 1982

AN ORDINANCE AMENDING SECTION 2 OF ORDINANCE NO.
12191 (NEW SERIES), ADOPTED OCTOBER 26, 1977,
INCORPORATING PROPERTY IN THE SAN DIEGO RIVER
FLOODPLAIN WHICH IS GENERALLY BOUNDED BY MORENA
BOULEVARD ON THE WEST, THE NORTHERLY SLOPES OF
MISSION VALLEY ON THE NORTH, MISSION GORGE ROAD
ON THE EAST, AND THE SOUTHERLY SLOPES OF MISSION
VALLEY ON THE SOUTH, IN THE CITY OF SAN DIEGO,
CALIFORNIA, INTO FLOODWAY (FW) AND FPF OVERLAY
ZONES, AS DEFINED BY SECTIONS 101.0403 AND
101.0403.1, RESPECTIVELY, OF THE SAN DIEGO
MUNICIPAL CODE, AND THE ALTERNATIVE ALIGNMENT OF
THE FW ZONE ON PROPERTY BETWEEN STATE ROUTE 163
ON THE WEST AND I-805 ON THE EAST OF SAID
PROPERTY , WHICH AMENDMENT PROVIDES ADDITIONAL
TIME IN WHICH TO SATISFY CONDITIONS IMPOSED BY
ORDINANCE NO. 12191 (NEW SERIES).

BE IT ORDAINED, by the Council of The City of San Diego, as
follows:

Section 1.   That Section 2 of Ordinance No. 12191 (New
Series), adopted October 26, 1977, is hereby amended to read as
follows:

Section 2.   That in the event that within ten years of
the effective date of the initial application of the
Floodway (FW) Zone by Zone Map C-523, the following
conditions are met, the alternative alignment of the
Floodway (FW) Zone shown on Zone Map Drawing C-523A, on
file in the office of the City Clerk as Document No.
761230, shall attach and become applicable, and the zoning
existing prior to the effective date of the initial
application of the Floodway (FW) Zone as reflected on Zone
Map C-523A shall attach and become applicable to the

property no longer required for the Floodway (FW) Zone:

1. Within five years of the effective date of the initial FW Zone application, a Development Plan shall be submitted by the property owners for the Floodway (FW) Zone alignment, between Interstate 805 on the east and State Freeway 163 on the west, in the San Diego River Floodplain, as indicated on Zone Map C-523A.

2. Said Development Plan shall be subject to approval by the City Engineer, the City Planning Commission, and the City Council.

3. Said Development Plan shall satisfactorily provide for the passage of floodwaters in accordance with the Purpose and Intent of the Floodway (FW) Zone and shall satisfactorily mitigate adverse effects of the proposals.

4. Those improvements and developments proposed in said Development Plan shall be done at the sole expense of the benefiting property owners.

5. An Environmental Impact Report on said Development Plan shall be prepared by the affected property owners.

6. The Development Plan shall take into account and satisfactorily mitigate any adverse environmental impacts identified, and shall provide for appropriate landscaping.

7. The Development Plan shall take into account the desires of the general public to use recreational trails within a corridor through Mission Valley, and said Plan shall make provisions for improvement which will provide for:

a. Adequate protection of the public health and safety while using said corridor; and

b. Adequate protection of adjacent private property.

8. The Alternate Floodway (FW) Zoning alignment and reversion of excess FW Zone lands to their previous zones, or conversion to whatever zones which may have been approved in the interim, will become effective with completion and City Council acceptance of improvements indicated in the approved Development Plan, providing such completion occurs within ten years of the effective date of the initial FW Zone application.

Section 2. This ordinance shall take effect and be in force on the thirtieth day from and after its passage, and no building permits for development inconsistent with the provisions of this ordinance shall be issued unless application therefor was made prior to the date of adoption of this ordinance.

San Diego River Floodplain

First San Diego River Improvement Project Specific Plan

Appendix 2
Revegetation Plan

(Available at the City of San Diego
Planning Department)

Appendix 3

Shared Parking Allocation Study
Hazard Center Amendment (October, 1985)

APPENDIX 3

Shared Parking Allocation Study

Hazard Center Amendment (October, 1985)

Introduction

The use of the shared parking concept came about with the growth
of mixed-use development. The history of this development type
has shown that combining land uses on a single property results
in a lesser demand for parking than that generated by separate
freestanding developments of similar size and use.

There are several factors impacting the parking demand in a
mixed-use development:

. Hourly demand/accumulation of parking for the different uses.

. Seasonal variations in parking demand.

. The effects of a "captive market'; when office employees in
  the project shop or eat in the facilities offered in the same
  development.

. The effects of alternate transportation modes.

In a report titled Shared Parking, a study conducted under the
direction of ULI - the Urban Land Institute by Barton-Aschman
Associates, Inc. (1983), a methodology was established for
calculating the actual parking demand in a mixed-use project.
This calculation involves four basic steps:

1. Initial project review - program and land use

2. Adjustment for peak parking factor

3. Analysis of hourly accumulation

4. Estimate of shared parking

The data presented on the following pages was derived using the
criteria and steps set forth in the ULI Shared Parking report.
For this particular project, it was determined that the peak
hourly demand for parking occurred during the months of June or
July at approximately 2:00 pm. The "spread sheet" used to determine
the peak hour is on Page 5 of this appendix.

A. Shared Parking Calculations (using San Diego Parking Standards)

Step 1. Program/Land Use Mix   Parking Required*

Office: 250,000 SF (Net)   833 cars

Hotel: 275 Guest Rooms   275
              8,118 SF - Food & Beverage (Restaurant)   102
              16,832 SF - Banquet & Meeting Rooms   210

Theater: 1,600 Seats - 6-Plex   533

Restaurants: 30,000 SF   375

Retail: 86,000 SF   430

                                    Total Parking Required* 2,758 cars

Step 2. Peak Ratio Adjustment

Office:
  Unadjusted Peak Ratio: 3.33 cars/1,000 SF
  Adjusted Peak Ratio:**
  Peak Month Adjustment:**   3.33 cars/1,000 SF

Hotel:
  . Guest Rooms
    Unadjusted Peak Ratio: 1.00 Car/Room
    Adjusted Peak Ratio:**
    Peak Month Adjustment:**   1.0/Room

                                                        1.0/Room

  . Food & Beverage (Restaurant)
    Unadjusted Peak Ratio: 12.5/1,000
    Adjusted Peak Ratio:**
    Peak Month Adjustment:**

                                                        12.5 Cars/1,000 SF

* Parking required per San Diego Ordinance for CA Zone, if uses
  taken separately, without application of Shared Parking
  Calculations.
**Adjustment calculation not allowed by City of San Diego.

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Banquet & Meeting Rooms
    Unadjusted Peak Ratio: 12.5/1,000
    Adjusted Peak Ratio: .5 x 12.5/1,000 - 6.25/1,000
    Peak Month Adjustment: 6.25 x 1.0 = 6.25/1,000

                                                    6.25 Cars/1,000 SF

Theater:
    Unadjusted Peak Ratio: .33 Cars/Seat
    Adjusted Peak Ratio:**
    Peak Month Adjustment:**

                                                    .33 Cars/Seat

Restaurants:
    Unadjusted Peak Ratio: 15/1,000
    Adjusted Peak Ratio:*
    Peak Month Adjustment:

                                                    15 Cars/1,000 SF

Retail:
    Unadjusted Peak Ratio: 4/1,000
    Adjusted Peak Ratio:**
    Peak Month Adjustment:**

                                                    4 Cars/1,000 SF

**Adjustment calculation not allowed by City of San Diego.

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Steps 3 & 4: -Hourly Accumulation Analysis/Shared Parking Estimates

June (or July) 2:00 pm (Worst Case)

Office (250,000 SF)

   3.33/1,000 x 250,000 x (2.9/3.0)* =

     3.33 x 250 x .967 = 805.02   805 Cars

Hotel

  Guest Rooms (275)

    1.00 x 275 x (.35/1) = 96.25   96

  Restaurants (8,118 SF)

    12.5/1,000 x 8,118 x (6/10)

    12.5 x 8.118 x .6 = 60.89   61

  Banquet & Meeting Rooms (16,832 SF)

    6.25 x 16.832 x (.5/.5) = 105.2 $\frac{105}{262}$ 262 Cars

Theater (1,600 Seats)

  .33 Cars/Seat x 1,600 Seats x (.15/.25)

    .33 x 1,600 x .6 = 316.8   317 Cars

Restaurants (30,000 SF)

  15/1,000 x 30,000 x (12/20)

    15 x 30 x .6 = 270   270 Cars

Retail (86,000 SF)

  4/1,000 x 86,000 x (3.7/3.8)   335 Cars

 . 4 x 86 x .974 - 335.06
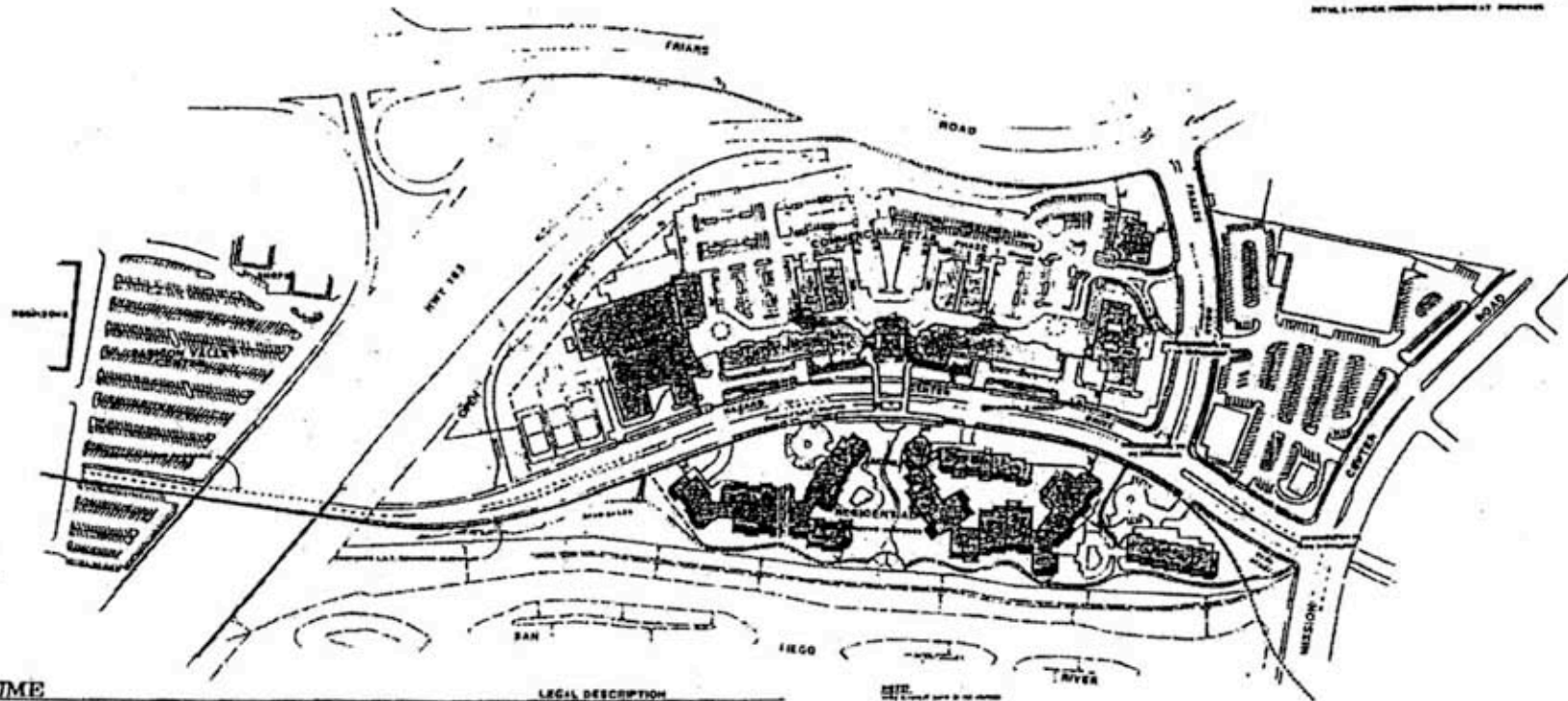
Total Phase I   1,989 Cars Required

*(Adjusted Peak Ratio) x area x (2:00 demand ratio/peak parking
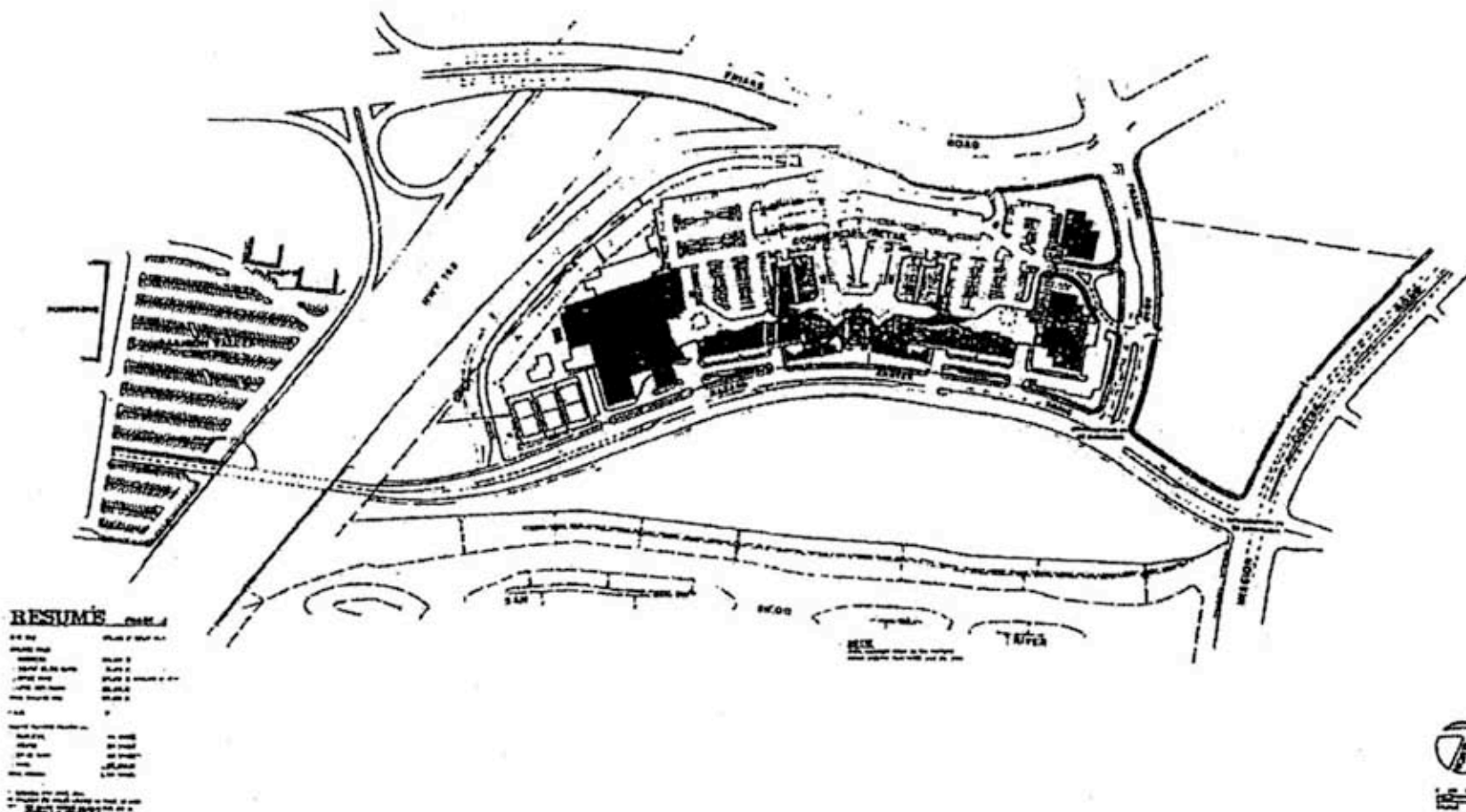 ratio)

4

Appendix 4
Conceptual Design Exhibits
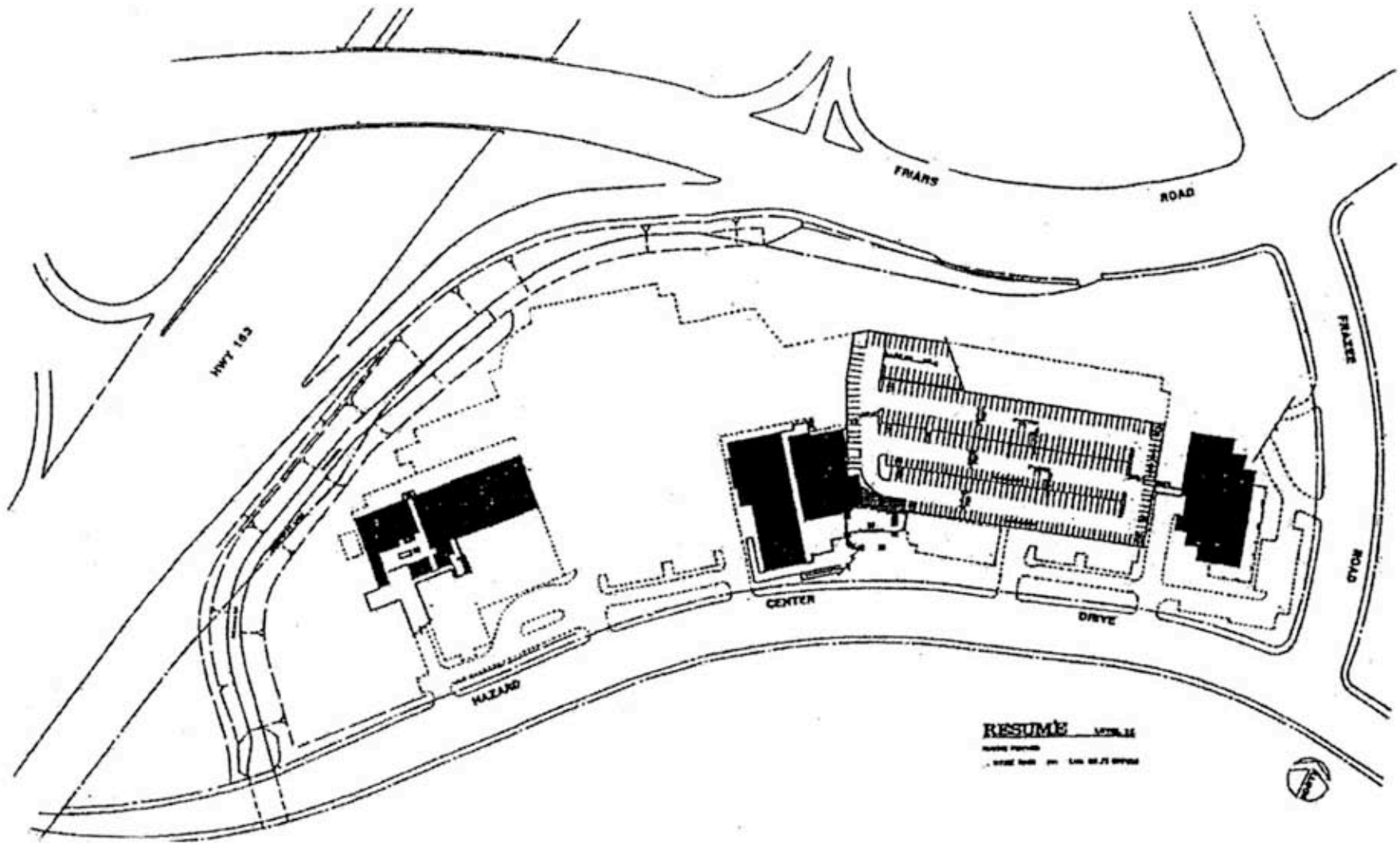Hazard Center Amendment (October 6, 1992)

Site Master Plan
Hazard Center

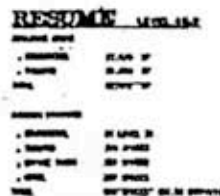FIGURE **1**
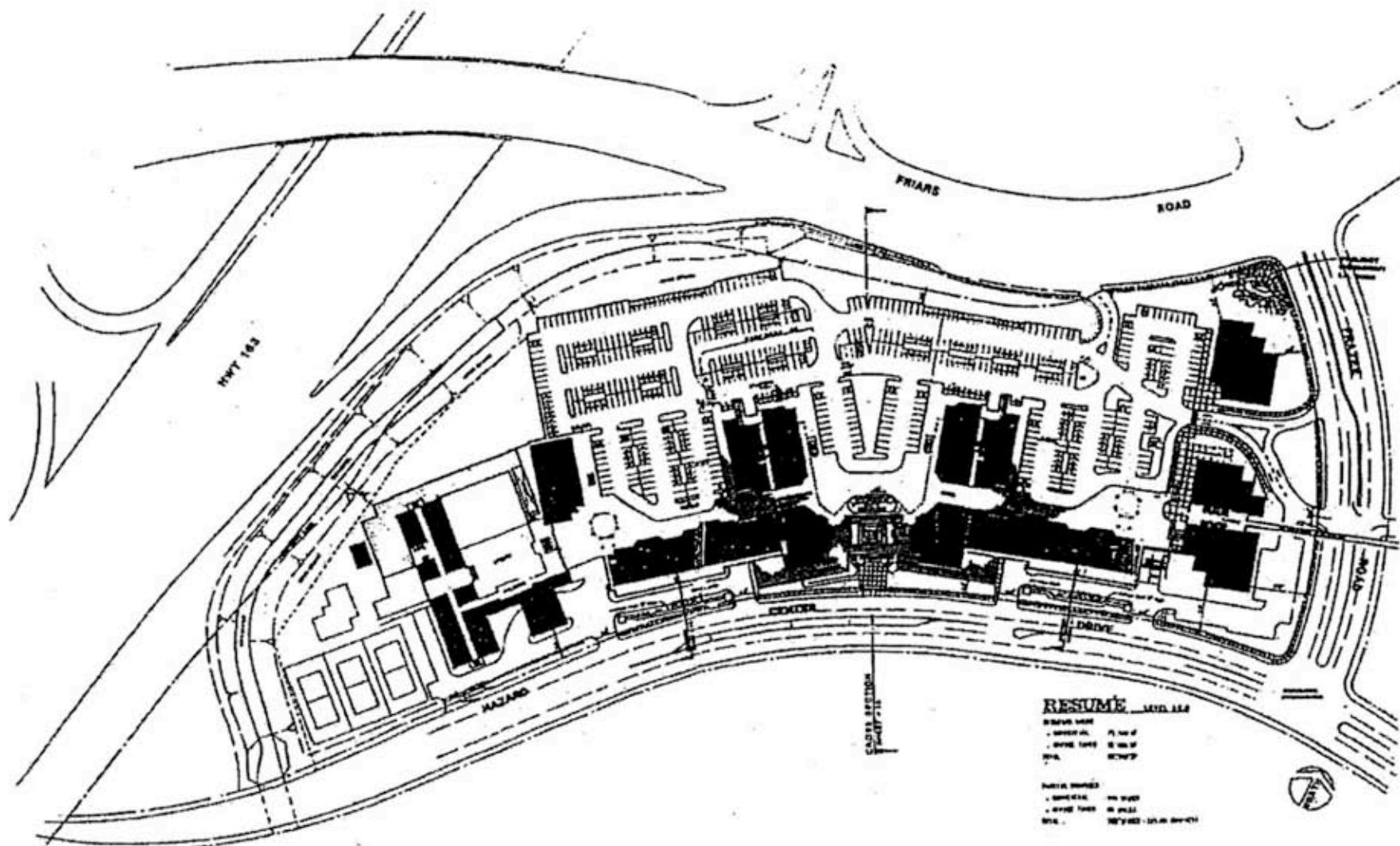
Phase 1 Development Plan

Hazard Center

2 FIGURE

FRIARS ROAD

FRAZEE ROAD

HWY 163

CENTER DRIVE

HAZARD

RESUME

Hazard Center

Hazard Center

Hazard Center 5 FIGURE

FRIARS ROAD

FRIARS

HWY 163

HAZARD

CENTER

RESUMÉ

Hazard Center

6 FIGURE

PHASE 1

PHASE 2

FRIARS ROAD

HAZARD CENTER DRIVE
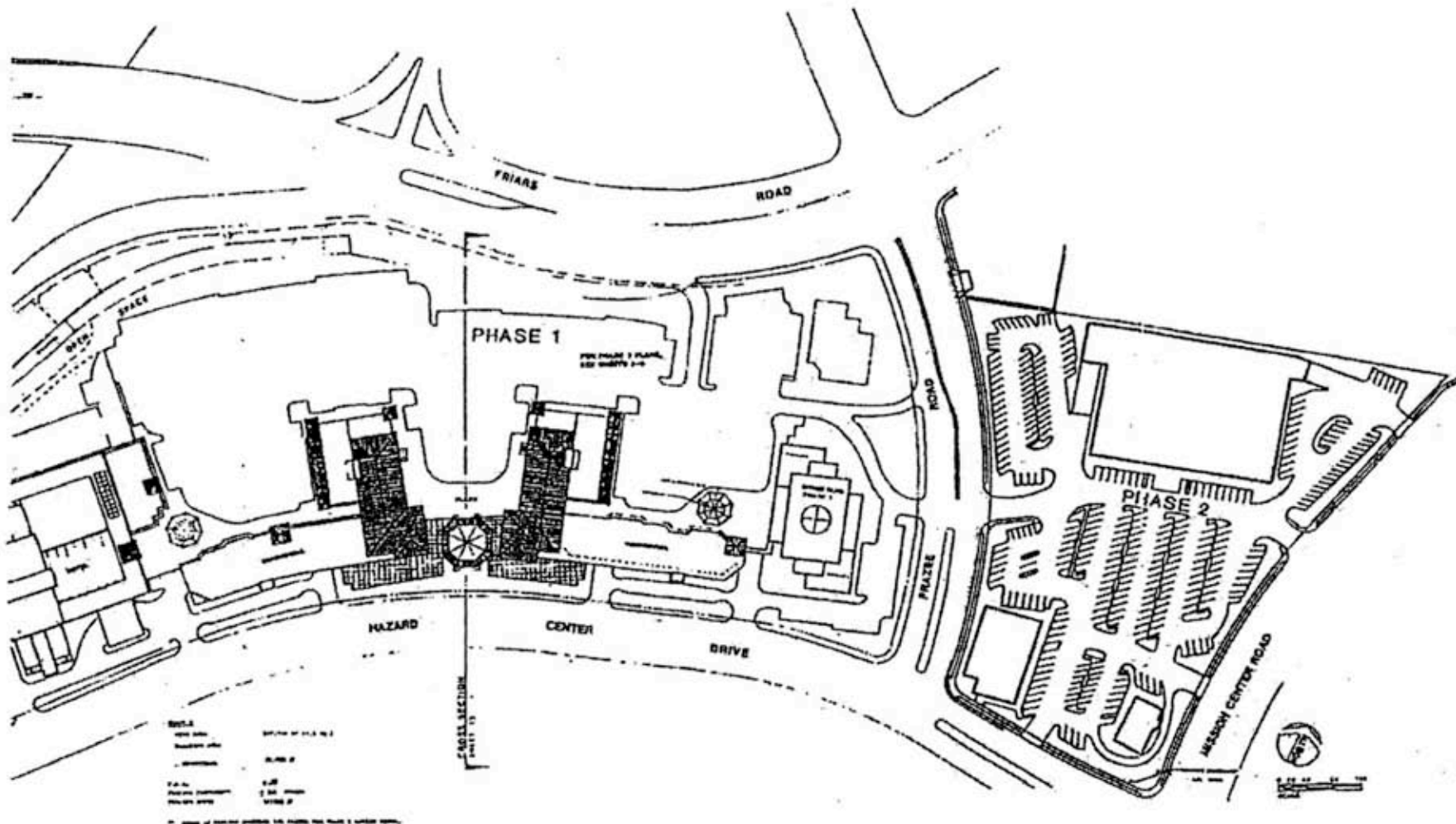
Phase 2 Development Plan
Hazard Center

7 FIGURE
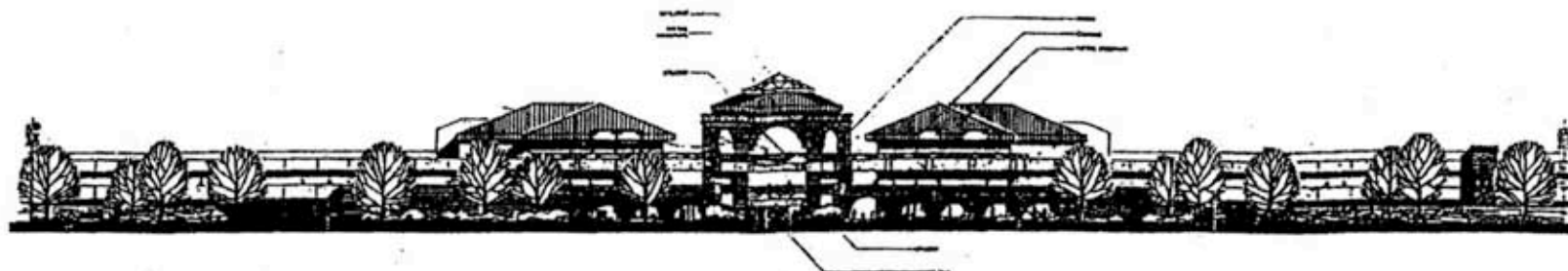
South Elevation
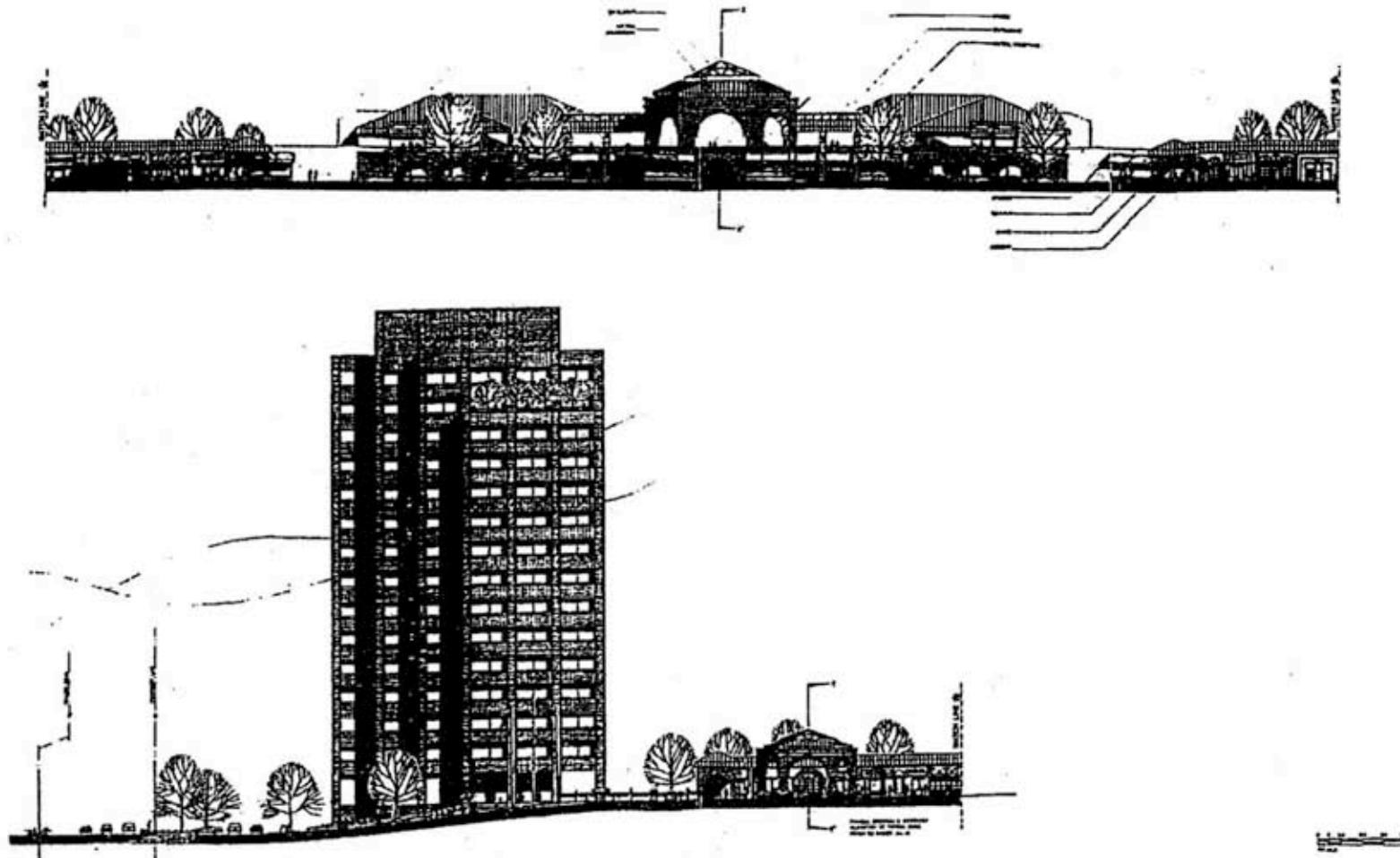
Hazard Center

North Elevation

Hazard Center

9 FIGURE
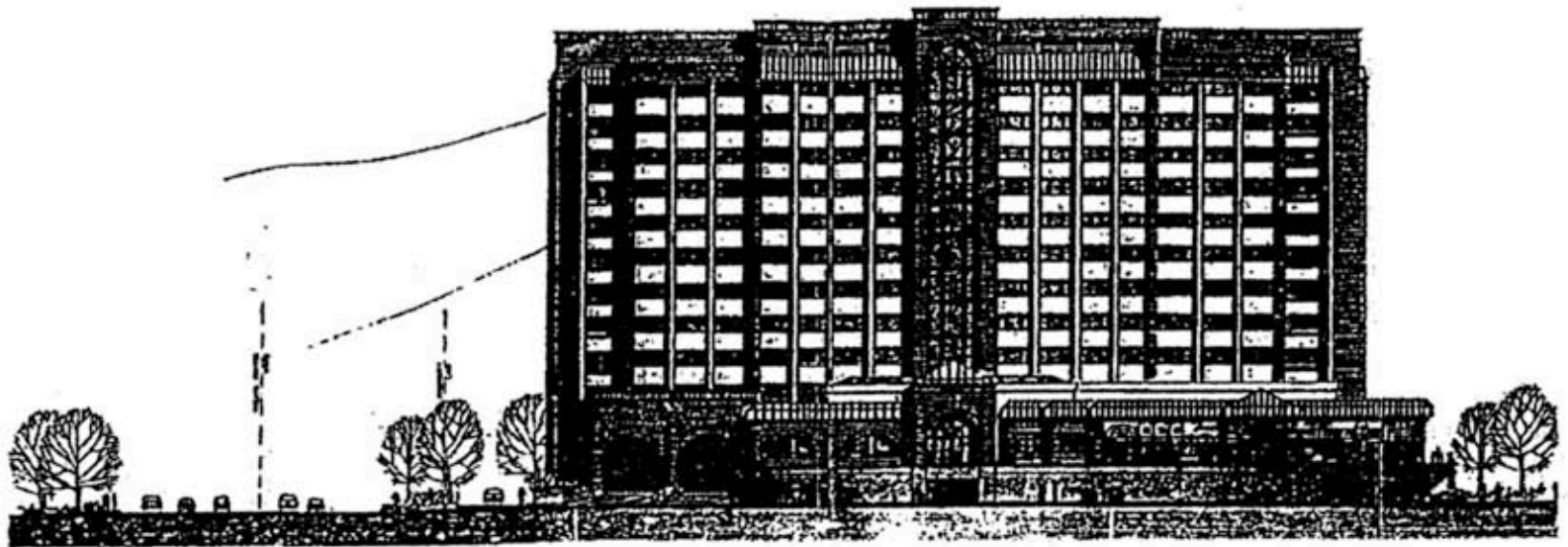
EAST ELEVATION·HOTEL

East Elevation

Hazard Center

11 FIGURE

SOUTH ELEVATION·HOTEL

NORTH ELEVATION·HOTEL
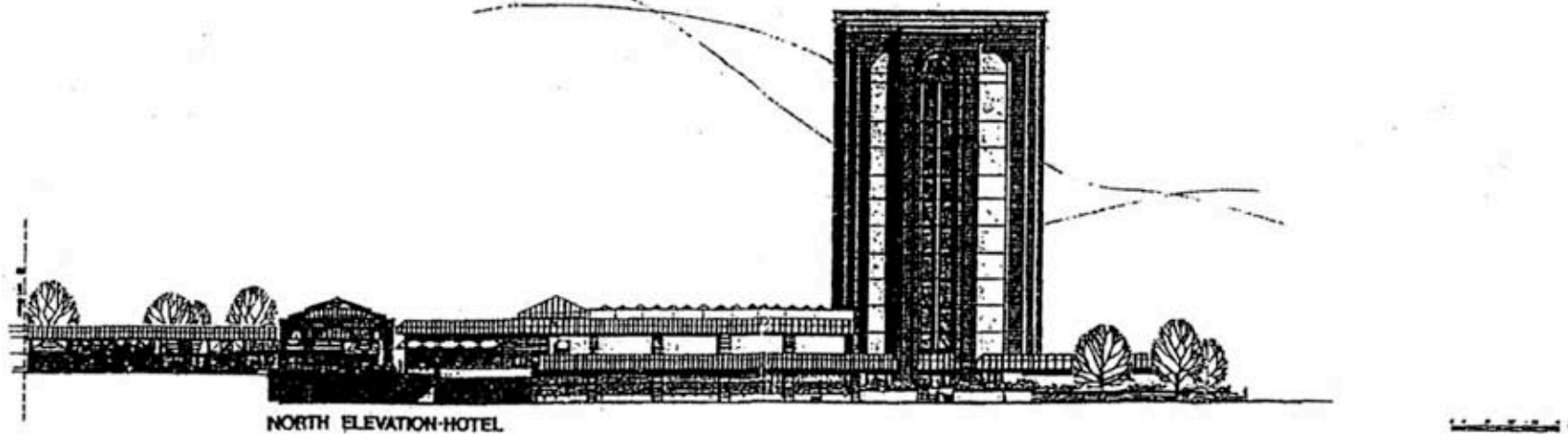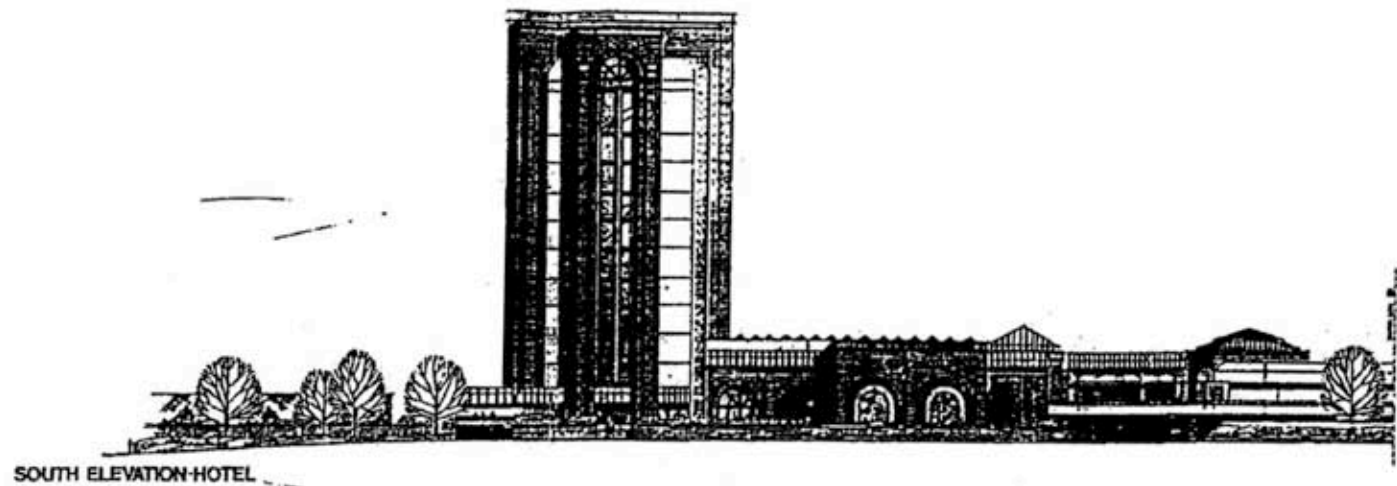
North and South Elevation
Hazard Center

12 FIGURE

Commercial

Hazard
Center
Drive

Service
Area
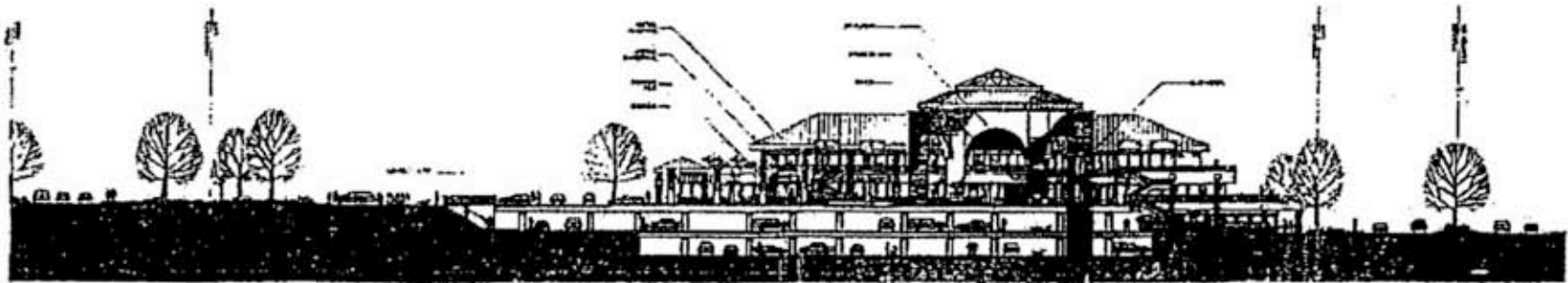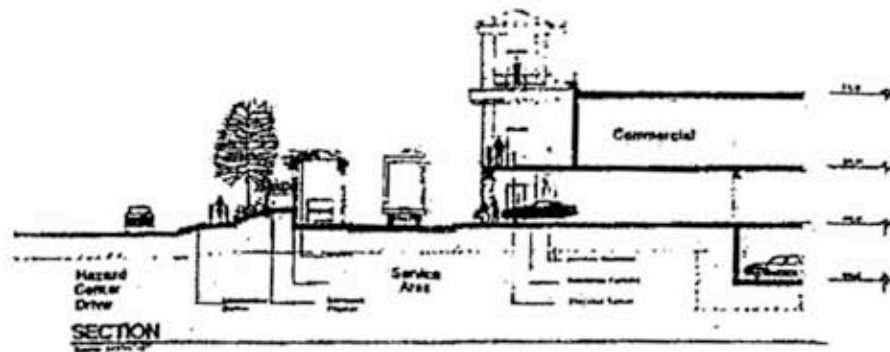
SECTION

Cross Section **13**

Hazard Center FIGURE
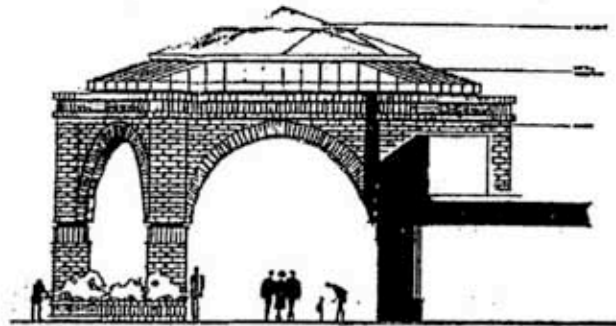
TYPICAL SECTION @ RETAIL MALL Y-Y'

TYPICAL EXTERIOR ELEVATION @ RETAIL MALL

Retail Mall

Hazard Center
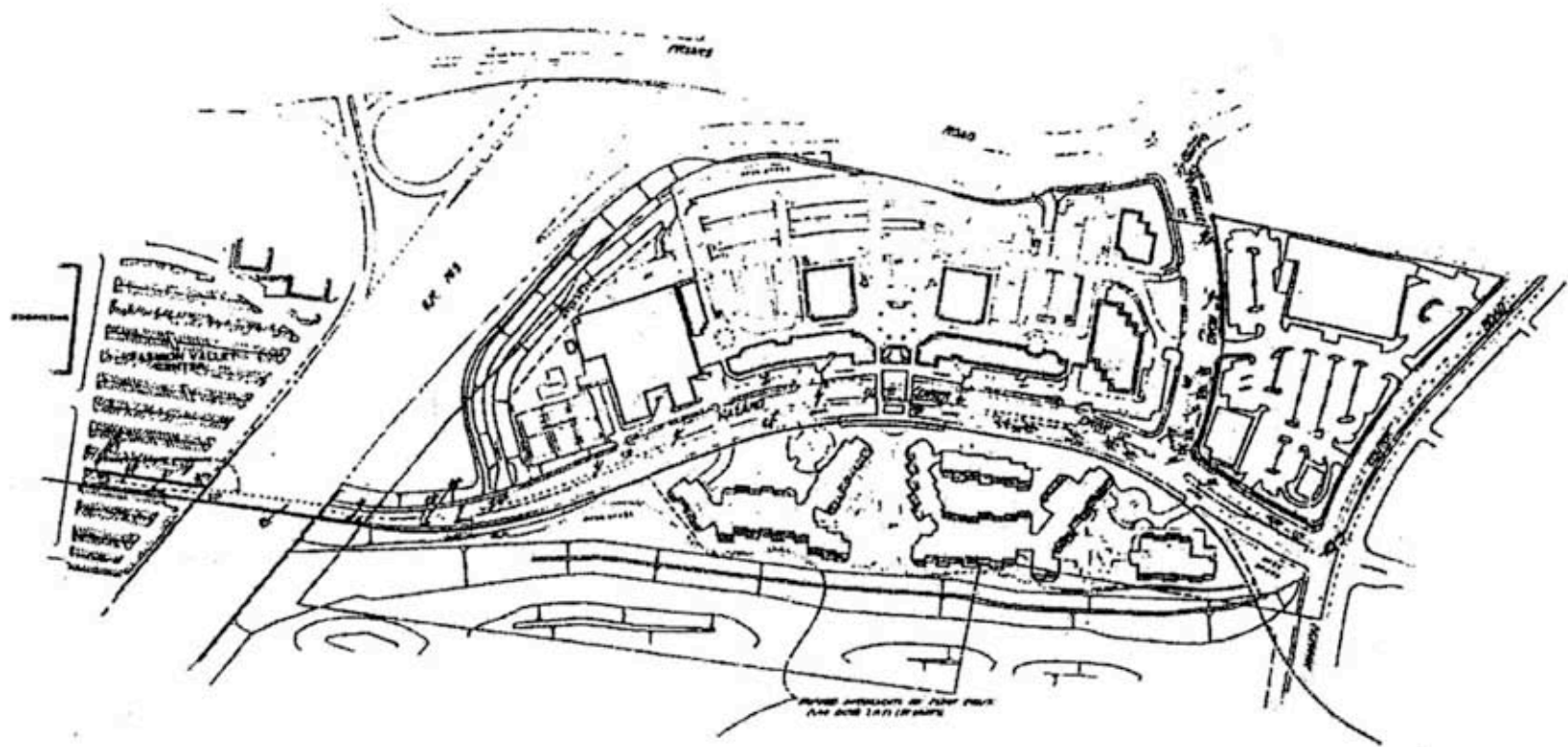
14 FIGURE

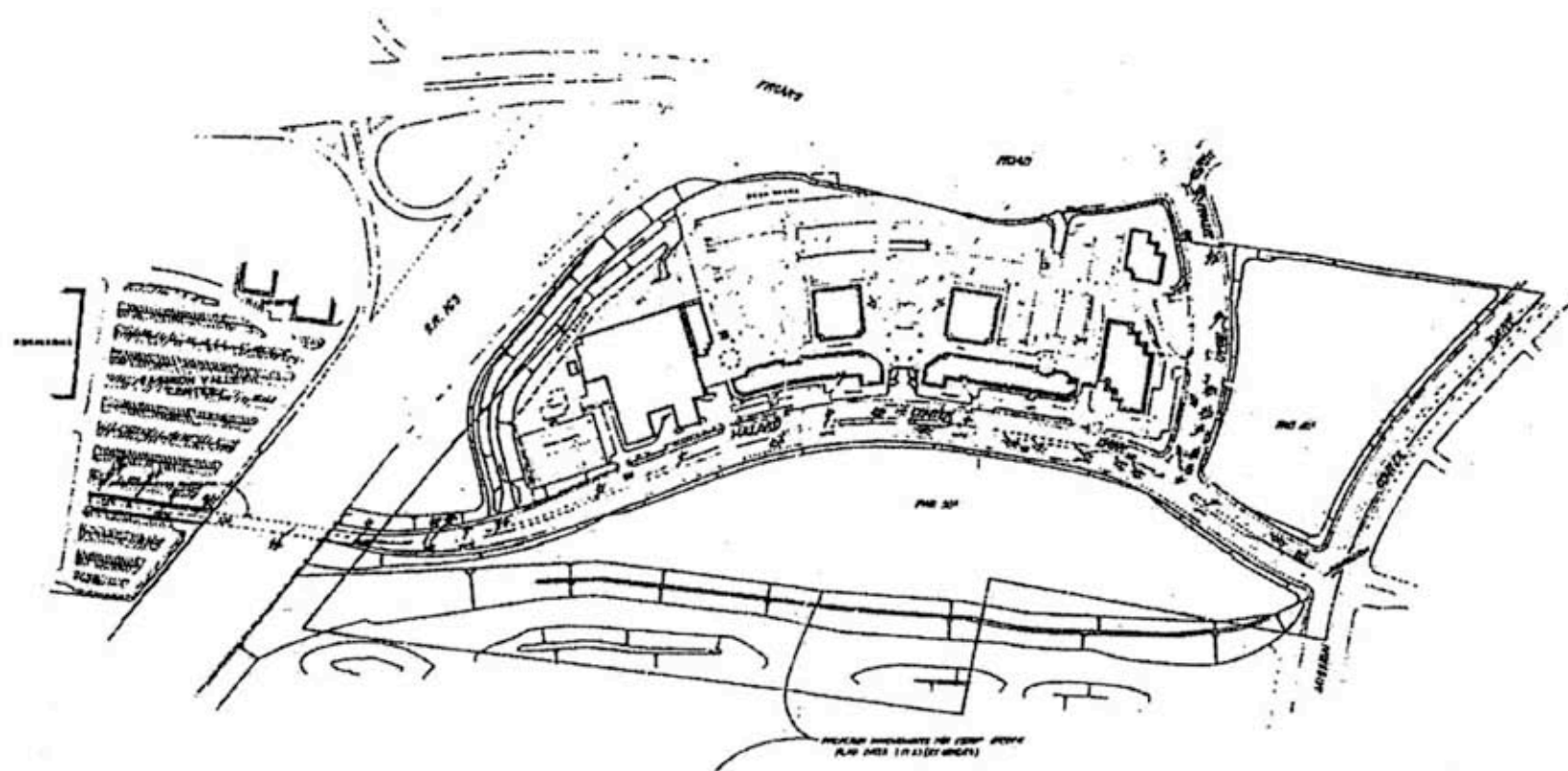**Preliminary Site Grading Master Plan**

Hazard Center

15 FIGURE

Phase 1 Preliminary Grading Plan

Hazard Center

16
FIGURE